## **City Summary**

Selection Criteria: 1/1/2005 thru 12/31/2005

NUMBER OF CRASHES INJURY SEVERITY

|                              |       |       |        | PROPERTY | TOTAL    | TOTAL  | TOTAL   |   |             |             |     |
|------------------------------|-------|-------|--------|----------|----------|--------|---------|---|-------------|-------------|-----|
| Highwood                     | TOTAL | FATAL | INJURY | DAMAGE   | VEHICLES | KILLED | INJURED | A | В           | С           | 0   |
| WEATHER CONDITION            |       |       |        |          |          |        |         |   |             |             |     |
| Clear                        | 46    | 0     | 9      | 37       | 84       | 0      | 11      | 0 | 6           | 5           | 90  |
| Fog/Smoke/Haze               | 1     | 0     | 0      | 1        | 2        | 0      | 0       | 0 | 0           | 0           | 2   |
| Rain                         | 5     | 0     | 0      | 5        | 10       | 0      | 0       | 0 | 0           | 0           | 12  |
| Snow                         | 4     | 0     | 1      | 3        | 7        | 0      | 1       | 0 | 0           | 1           | 8   |
| Unknown                      | 2     | 0     | 0      | 2        | 4        | 0      | 0       | 0 | 0           | 0           | 2   |
| TOTALS                       |       | 0     | 10     | 48       | 107      | 0 -    | 12      |   |             | 6           | 114 |
| TYPE OF CRASH                |       |       |        |          |          |        |         |   |             |             |     |
| Pedestrian                   | 1     | 0     | 1      | 0        | 1        | 0      | 1       | 0 | 1           | 0           | 1   |
| Pedalcyclist                 | 1     | 0     | 1      | 0        | 1        | 0      | 1       | 0 | 0           | 1           | 1   |
| Fixed object                 | 8     | 0     | 0      | 8        | 8        | 0      | 0       | 0 | 0           | 0           | 10  |
| Parked motor vehicle         | 10    | 0     | 1      | 9        | 21       | 0      | 2       | 0 | 0           | 2           | 14  |
| Rear end                     | 8     | 0     | 2      | 6        | 16       | 0      | 2       | 0 | 1           | 1           | 18  |
| Head on                      | 1     | 0     | 1      | 0        | 2        | 0      | 1       | 0 | 0           | 1           | 2   |
| Sideswipe same direction     | 3     | 0     | 0      | 3        | 6        | 0      | 0       | 0 | 0           | 0           | 9   |
| Sideswipe opposite direction | 1     | 0     | 1      | 0        | 2        | 0      | 2       | 0 | 2           | 0           | 0   |
| Angle                        | 13    | 0     | 0      | 13       | 26       | 0      | 0       | 0 | 0           | 0           | 29  |
| Turning                      | 12    | 0     | 3      | 9        | 24       | 0      | 3       | 0 | 2           | 1           | 30  |
| TOTALS                       |       | 0     | 10     | 48       | 107      |        | 12      |   | <del></del> | <del></del> | 114 |
| CLASS OF CITY                |       |       |        |          |          |        |         |   |             |             |     |
| 5,000 TO 10,000              | 58    | 0     | 10     | 48       | 107      | 0      | 12      | 0 | 6           | 6           | 114 |
| TOTALS                       | 58    | 0     | 10     | 48       | 107      |        | 12      |   |             |             | 114 |
| ROAD SURFACE CONDITION       |       |       |        |          |          |        |         |   |             |             |     |
| Dry                          | 40    | 0     | 9      | 31       | 74       | 0      | 11      | 0 | 6           | 5           | 73  |
| Snow or Slush                | 3     | 0     | 1      | 2        | 5        | 0      | 1       | 0 | 0           | 1           | 6   |
| Wet                          | 8     | 0     | 0      | 8        | 16       | 0      | 0       | 0 | 0           | 0           | 18  |
| Unknown                      | 7     | 0     | 0      | 7        | 12       | 0      | 0       | 0 | 0           | 0           | 17  |
| TOTALS                       | 58    | 0     | 10     | 48       | 107      |        | 12      |   |             |             | 114 |
| CLASS OF TRAFFICWAY          |       |       |        |          |          |        |         |   |             |             |     |
| Unmarked Highway Urban       | 19    | 0     | 3      | 16       | 32       | 0      | 3       | 0 | 1           | 2           | 43  |
| City Streets Urban           | 39    | 0     | 7      | 32       | 75       | 0      | 9       | 0 | 5           | 4           | 71  |
| TOTALS                       |       | 0     | 10     | 48       | 107      |        |         |   |             |             | 114 |
|                              | 3.    | -     |        |          |          | -      |         | - | -           | -           |     |

## **City Summary**

Selection Criteria: 1/1/2005 thru 12/31/2005

NUMBER OF CRASHES

INJURY SEVERITY

|                        |       |       |        | PROPERTY | TOTAL    | TOTAL  | TOTAL   |   |             |   |          |  |  |  |  |  |
|------------------------|-------|-------|--------|----------|----------|--------|---------|---|-------------|---|----------|--|--|--|--|--|
| Highwood               | TOTAL | FATAL | INJURY | DAMAGE   | VEHICLES | KILLED | INJURED | Α | В           | С | 0        |  |  |  |  |  |
| DAY OF WEEK            |       |       |        |          |          |        |         |   |             |   |          |  |  |  |  |  |
| Sunday                 | 10    | 0     | 3      | 7        | 19       | 0      | 4       | 0 | 1           | 3 | 16       |  |  |  |  |  |
| Monday                 | 6     | 0     | 2      | 4        | 10       | 0      | 2       | 0 | 1           | 1 | 12       |  |  |  |  |  |
| Tuesday                | 5     | 0     | 1      | 4        | 9        | 0      | 1       | 0 | 0           | 1 | 11       |  |  |  |  |  |
| Wednesday              | 5     | 0     | 0      | 5        | 9        | 0      | 0       | 0 | 0           | 0 | 8        |  |  |  |  |  |
| Thursday               | 13    | 0     | 1      | 12       | 25       | 0      | 1       | 0 | 0           | 1 | 25       |  |  |  |  |  |
| Friday                 | 11    | 0     | 0      | 11       | 21       | 0      | 0       | 0 | 0           | 0 | 25       |  |  |  |  |  |
| Saturday               | 8     | 0     | 3      | 5        | 14       | 0      | 4       | 0 | 4           | 0 | 17       |  |  |  |  |  |
| TOTALS                 | 58    | 0     | 10     | 48       | 107      |        | 12      |   |             | 6 | 114      |  |  |  |  |  |
| TIME OF DAY            |       |       |        |          |          |        |         |   |             |   |          |  |  |  |  |  |
| Midnight               | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0           | 0 | 1        |  |  |  |  |  |
| 1 AM                   | 2     | 0     | 0      | 2        | 3        | 0      | 0       | 0 | 0           | 0 | 4        |  |  |  |  |  |
| 6 AM                   | 2     | 0     | 0      | 2        | 2        | 0      | 0       | 0 | 0           | 0 | 3        |  |  |  |  |  |
| 8 AM                   | 1     | 0     | 0      | 1        | 2        | 0      | 0       | 0 | 0           | 0 | 3        |  |  |  |  |  |
| 9 AM                   | 2     | 0     | 0      | 2        | 3        | 0      | 0       | 0 | 0           | 0 | 2        |  |  |  |  |  |
| 10 AM                  | 6     | 0     | 1      | 5        | 11       | 0      | 1       | 0 | 1           | 0 | 16       |  |  |  |  |  |
| 11 AM                  | 2     | 0     | 0      | 2        | 4        | 0      | 0       | 0 | 0           | 0 | 4        |  |  |  |  |  |
| Noon                   | 4     | 0     | 1      | 3        | 7        | 0      | 1       | 0 | 1           | 0 | 8        |  |  |  |  |  |
| 1 PM                   | 4     | 0     | 1      | 3        | 8        | 0      | 1       | 0 | 1           | 0 | 9        |  |  |  |  |  |
| 2 PM                   | 5     | 0     | 0      | 5        | 9        | 0      | 0       | 0 | 0           | 0 | 10       |  |  |  |  |  |
| 3 PM                   | 6     | 0     | 1      | 5        | 10       | 0      | 1       | 0 | 0           | 1 | 10       |  |  |  |  |  |
| 4 PM                   | 5     | 0     | 0      | 5        | 10       | 0      | 0       | 0 | 0           | 0 | 13       |  |  |  |  |  |
| 5 PM                   | 3     | 0     | 1      | 2        | 7        | 0      | 2       | 0 | 0           | 2 | 4        |  |  |  |  |  |
| 6 PM                   | 5     | 0     | 1      | 4        | 10       | 0      | 1       | 0 | 1           | 0 | 11       |  |  |  |  |  |
| 7 PM                   | 1     | 0     | 1      | 0        | 2        | 0      | 1       | 0 | 0           | 1 | 2        |  |  |  |  |  |
| 8 PM                   | 2     | 0     | 1      | 1        | 4        | 0      | 1       | 0 | 0           | 1 | 3        |  |  |  |  |  |
| 9 PM                   | 3     | 0     | 2      | 1        | 6        | 0      | 3       | 0 | 2           | 1 | 6        |  |  |  |  |  |
| 10 PM                  | 2     | 0     | 0      | 2        | 4        | 0      | 0       | 0 | 0           | 0 | 2        |  |  |  |  |  |
| 11 PM                  | 2     | 0     | 0      | 2        | 4        | 0      | 0       | 0 | 0           | 0 | 3        |  |  |  |  |  |
| TOTALS                 | 58    | 0     | 10     | 48       | 107      |        | 12      |   | 6           | 6 | 114      |  |  |  |  |  |
| LIGHT CONDITION        |       |       |        |          |          |        |         |   |             |   |          |  |  |  |  |  |
| Darkness               | 1     | 0     | 1      | 0        | 2        | 0      | 2       | 0 | 2           | 0 | 0        |  |  |  |  |  |
| Darkness, Lighted Road | 12    | 0     | 3      | 9        | 22       | 0      | 3       | 0 | 0           | 3 | 23       |  |  |  |  |  |
| Daylight               | 40    | 0     | 5      | 35       | 73       | 0      | 6       | 0 | 3           | 3 | 85       |  |  |  |  |  |
| Dusk                   | 3     | 0     | 1      | 2        | 6        | 0      | 1       | 0 | 1           | 0 | 4        |  |  |  |  |  |
| Unknown                | 2     | 0     | 0      | 2        | 4        | 0      | 0       | 0 | 0           | 0 | 2        |  |  |  |  |  |
| TOTALS                 | 58    | 0     | 10     | 48       | 107      |        | 12      |   | <del></del> | 6 | 114      |  |  |  |  |  |
|                        |       | •     |        |          |          | -      |         | - | -           | - | <b>-</b> |  |  |  |  |  |

114

### IL DEPT OF TRANSPORTATION DIVISION OF TRAFFIC SAFETY ACCUMULATED TOTALS

## **City Summary**

Selection Criteria: 1/1/2005

**TOTALS** 

1/1/2005 thru 12/31/2005

|                   |       |       | INJURY SEVERITY |          |          |        |         |   |   |   |     |
|-------------------|-------|-------|-----------------|----------|----------|--------|---------|---|---|---|-----|
|                   |       |       |                 | PROPERTY | TOTAL    | TOTAL  | TOTAL   |   |   |   |     |
| Highwood          | TOTAL | FATAL | INJURY          | DAMAGE   | VEHICLES | KILLED | INJURED | Α | В | С | 0   |
| ROAD DEFECTS      |       |       |                 |          |          |        |         |   |   |   |     |
| Debris on Roadway | 1     | 0     | 0               | 1        | 2        | 0      | 0       | 0 | 0 | 0 | 1   |
| No Defects        | 54    | 0     | 10              | 44       | 99       | 0      | 12      | 0 | 6 | 6 | 104 |
| Unknown           | 3     | 0     | 0               | 3        | 6        | 0      | 0       | 0 | 0 | 0 | 9   |
| TOTALS            | 58    | 0     | 10              | 48       | 107      | 0      | 12      |   | 6 | 6 | 114 |
| TRAFFIC CONTROL   |       |       |                 |          |          |        |         |   |   |   |     |
| No Controls       | 43    | 0     | 7               | 36       | 78       | 0      | 9       | 0 | 4 | 5 | 76  |
| Stop Sign/Flasher | 14    | 0     | 2               | 12       | 27       | 0      | 2       | 0 | 1 | 1 | 33  |
| Traffic Signal    | 1     | 0     | 1               | 0        | 2        | 0      | 1       | 0 | 1 | 0 | 5   |
| TOTALS            | 58    | 0     | 10              | 48       | 107      |        | 12      |   | 6 | 6 | 114 |
| ROADWAY FEATURE   |       |       |                 |          |          |        |         |   |   |   |     |
| Not Applicable    | 58    | 0     | 10              | 48       | 107      | 0      | 12      | 0 | 6 | 6 | 114 |

48

107

10

58

0

12

0

## **City Summary**

Selection Criteria: 1/1/2005 thru 12/31/2005

NUMBER OF CRASHES INJURY SEVERITY

|                           |       |       |        | PROPERTY | TOTAL    | TOTAL  | TOTAL   |     |   |   |     |
|---------------------------|-------|-------|--------|----------|----------|--------|---------|-----|---|---|-----|
| Highwood                  | TOTAL | FATAL | INJURY | DAMAGE   | VEHICLES | KILLED | INJURED | Α   | В | С | 0   |
| VEHICLE DEFECTS           |       |       |        |          |          |        |         |     |   |   |     |
| No Defect                 | 72    | 0     | 10     | 62       | 72       | 0      | 6       | 0   | 1 | 5 | 77  |
| Signals                   | 2     | 0     | 0      | 2        | 2        | 0      | 0       | 0   | 0 | 0 | 1   |
| Unknown                   | 33    | 0     | 9      | 24       | 33       | 0      | 4       | 0   | 4 | 0 | 36  |
| TOTALS                    | 107   | 0     | 19     | 88       | 107      |        | 10      | 0 - |   |   | 114 |
| VEHICLE TYPE              |       |       |        |          |          |        |         |     |   |   |     |
| Motorcycle (over 150cc)   | 3     | 0     | 1      | 2        | 3        | 0      | 1       | 0   | 1 | 0 | 1   |
| Passenger                 | 61    | 0     | 12     | 49       | 61       | 0      | 7       | 0   | 3 | 4 | 60  |
| Pickup                    | 6     | 0     | 0      | 6        | 6        | 0      | 0       | 0   | 0 | 0 | 8   |
| SUV                       | 18    | 0     | 5      | 13       | 18       | 0      | 2       | 0   | 1 | 1 | 20  |
| Tractor with Semi-Trailer | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0   | 0 | 0 | 1   |
| Truck Single Unit         | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0   | 0 | 0 | 2   |
| Van/Mini-Van              | 14    | 0     | 1      | 13       | 14       | 0      | 0       | 0   | 0 | 0 | 19  |
| Unknown                   | 3     | 0     | 0      | 3        | 3        | 0      | 0       | 0   | 0 | 0 | 3   |
| TOTALS                    | 107   | 0     | 19     | 88       | 107      |        | 10      | 0   | 5 | 5 | 114 |

# **City Summary**

Selection Criteria:

1/1/2005 thru 12/31/2005

|                   |       |       | INJURY SEVERITY |                    |                   |                 |                  |   |   |   |    |
|-------------------|-------|-------|-----------------|--------------------|-------------------|-----------------|------------------|---|---|---|----|
| Highwood          | TOTAL | FATAL | INJURY          | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | Δ | В | C | 0  |
| Highwood          | TOTAL | TATAL | INJUICI         | DAWAGE             | VEHICLES          | KILLED          | INJUNED          | A | ь | C |    |
| DRIVER CONDITION  |       |       |                 |                    |                   |                 |                  |   |   |   |    |
| Alcohol Impaired  | 6     | 0     | 3               | 3                  | 6                 | 0               | 1                | 0 | 1 | 0 | 5  |
| Had Been Drinking | 1     | 0     | 0               | 1                  | 1                 | 0               | 0                | 0 | 0 | 0 | 1  |
| Normal            | 72    | 0     | 11              | 61                 | 72                | 0               | 5                | 0 | 2 | 3 | 67 |
| Other/Unknown     | 18    | 0     | 4               | 14                 | 18                | 0               | 1                | 0 | 1 | 0 | 17 |
| TOTALS            | 97    | 0     | 18              | 79                 | 97                | 0               | 7                |   | 4 |   | 90 |

## **City Summary**

Selection Criteria: 1/1/2005 thru 12/31/2005

NUMBER OF CRASHES INJURY SEVERITY

|                   |            |       |       |        | PROPERTY | TOTAL    | TOTAL  | TOTAL   |   |   |   |    |
|-------------------|------------|-------|-------|--------|----------|----------|--------|---------|---|---|---|----|
| Highwood          |            | TOTAL | FATAL | INJURY | DAMAGE   | VEHICLES | KILLED | INJURED | Α | В | С | 0  |
| DRIVER AGE/GENDER |            |       |       |        |          |          |        |         |   |   |   |    |
| 16                | Male       | 2     | 0     | 1      | 1        | 2        | 0      | 0       | 0 | 0 | 0 | 2  |
| 17                | Female     | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
|                   | Male       | 2     | 0     | 0      | 2        | 2        | 0      | 0       | 0 | 0 | 0 | 2  |
| 18                | Female     | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
|                   | Male       | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
| 19                | Female     | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
|                   | Male       | 2     | 0     | 0      | 2        | 2        | 0      | 0       | 0 | 0 | 0 | 2  |
| 20                | Female     | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
|                   | Male       | 1     | 0     | 1      | 0        | 1        | 0      | 1       | 0 | 1 | 0 | 0  |
| 21                | Male       | 2     | 0     | 0      | 2        | 2        | 0      | 0       | 0 | 0 | 0 | 2  |
| 22-24             | Female     | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
|                   | Male       | 3     | 0     | 1      | 2        | 3        | 0      | 0       | 0 | 0 | 0 | 3  |
| 25-29             | Female     | 4     | 0     | 0      | 4        | 4        | 0      | 0       | 0 | 0 | 0 | 4  |
|                   | Male       | 7     | 0     | 1      | 6        | 7        | 0      | 0       | 0 | 0 | 0 | 7  |
| 30-34             | Female     | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
|                   | Male       | 5     | 0     | 0      | 5        | 5        | 0      | 0       | 0 | 0 | 0 | 5  |
| 35-39             | Female     | 7     | 0     | 1      | 6        | 7        | 0      | 0       | 0 | 0 | 0 | 7  |
|                   | Male       | 3     | 0     | 1      | 2        | 3        | 0      | 1       | 0 | 1 | 0 | 2  |
| 40-44             | Female     | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
|                   | Male       | 3     | 0     | 2      | 1        | 3        | 0      | 1       | 0 | 0 | 1 | 2  |
| 45-49             | Female     | 4     | 0     | 1      | 3        | 4        | 0      | 1       | 0 | 0 | 1 | 3  |
|                   | Male       | 5     | 0     | 0      | 5        | 5        | 0      | 0       | 0 | 0 | 0 | 5  |
| 50-54             | Female     | 2     | 0     | 0      | 2        | 2        | 0      | 0       | 0 | 0 | 0 | 2  |
|                   | Male       | 9     | 0     | 3      | 6        | 9        | 0      | 0       | 0 | 0 | 0 | 9  |
| 55-59             | Female     | 3     | 0     | 2      | 1        | 3        | 0      | 1       | 0 | 0 | 1 | 2  |
|                   | Male       | 3     | 0     | 1      | 2        | 3        | 0      | 1       | 0 | 1 | 0 | 2  |
| 60-64             | Female     | 3     | 0     | 0      | 3        | 3        | 0      | 0       | 0 | 0 | 0 | 3  |
|                   | Male       | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
| 65-69             | Female     | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
|                   | Male       | 2     | 0     | 0      | 2        | 2        | 0      | 0       | 0 | 0 | 0 | 2  |
| 70-74             | Female     | 2     | 0     | 0      | 2        | 2        | 0      | 0       | 0 | 0 | 0 | 2  |
| 75-79             | Male       | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
| 90-94             | Female     | 1     | 0     | 0      | 1        | 1        | 0      | 0       | 0 | 0 | 0 | 1  |
| Unknown           | Not Stated | 11    | 0     | 3      | 8        | 11       | 0      | 1       | 0 | 1 | 0 | 10 |
| TOTALS            |            | 97    | 0     | 18     | 79       | 97       |        | 7       |   | 4 | 3 | 90 |

## **City Summary**

Selection Criteria: 1/1/2005 thru 12/31/2005

NUMBER OF CRASHES

INJURY SEVERITY

|                                   |           |      |       | NONDER | I CINAGIILO |          |          |        |           | INOUNT OF VENTT |   |   |    |  |
|-----------------------------------|-----------|------|-------|--------|-------------|----------|----------|--------|-----------|-----------------|---|---|----|--|
|                                   |           |      |       |        |             | PROPERTY | TOTAL    | TOTAL  | TOTAL     |                 |   |   |    |  |
| Highwood                          |           |      | TOTAL | FATAL  | INJURY      | DAMAGE   | VEHICLES | KILLED | INJURED   | Α               | В | С | 0  |  |
| PASSENGER AGE/GENDER              |           |      |       |        |             |          |          |        |           |                 |   |   |    |  |
| 0                                 | Male      |      | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 4                                 | Male      |      | 1     | 0      | 1           | 0        | 1        | 0      | 1         | 0               | 1 | 0 | 0  |  |
| 5                                 | Female    |      | 2     | 0      | 0           | 2        | 2        | 0      | 0         | 0               | 0 | 0 | 2  |  |
| 6                                 | Female    |      | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
|                                   | Male      |      | 2     | 0      | 0           | 2        | 2        | 0      | 0         | 0               | 0 | 0 | 2  |  |
| 8                                 | Female    |      | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 10-14                             | Female    |      | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 17                                | Male      |      | 1     | 0      | 1           | 0        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 19                                | Female    |      | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 20                                | Male      |      | 1     | 0      | 1           | 0        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 21                                | Female    |      | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
|                                   | Male      |      | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 22-24                             | Female    |      | 1     | 0      | 1           | 0        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 25-29                             | Male      |      | 1     | 0      | 1           | 0        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 30-34                             | Female    |      | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 35-39                             | Not State | ed   | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| 40-44                             | Male      |      | 1     | 0      | 1           | 0        | 1        | 0      | 1         | 0               | 0 | 1 | 0  |  |
| 50-54                             | Female    |      | 2     | 0      | 1           | 1        | 2        | 0      | 1         | 0               | 0 | 1 | 1  |  |
| 75-79                             | Male      |      | 1     | 0      | 0           | 1        | 1        | 0      | 0         | 0               | 0 | 0 | 1  |  |
| Unknown                           | Not State | ed   | 5     | 0      | 0           | 5        | 5        | 0      | 0         | 0               | 0 | 0 | 5  |  |
| TOTALS                            |           | •    | 27    | 0      | 7           | 20       |          |        | 3         |                 |   |   | 24 |  |
| PEDESTRIAN AGE/GENDER             |           |      |       |        |             |          |          |        |           |                 |   |   |    |  |
| 75-79                             | Male      |      | 1     | 0      | 1           | 0        | 1        | 0      | 1         | 0               | 1 | 0 | 0  |  |
| TOTALS                            |           |      |       | 0      |             |          |          | 0 -    |           |                 |   |   | 0  |  |
| DED ALLOYOU LOT A OF LOTHER       |           |      | 1     | U      | 1           | U        | ı        | U      | į         | U               | ı | U | U  |  |
| PEDAL CYCLIST AGE/GENDER<br>40-44 | Male      |      | 1     | 0      | 1           | 0        | 1        | 0      | 1         | 0               | 0 | 1 | 0  |  |
| TOTALS                            | IVIAIC    |      |       |        |             |          |          |        | <u></u> - |                 |   |   |    |  |
| IOIALS                            |           |      | 1     | 0      | 1           | 0        | 1        | 0      | 1         | 0               | 0 | 1 | 0  |  |
| PEDESTRIAN PRIOR ACTION AGE       |           |      |       |        |             |          |          |        |           |                 |   |   |    |  |
| Unknown                           | 75-79     | Male | 1     | 0      | 1           | 0        | 1        | 0      | 1         | 0               | 1 | 0 | 0  |  |
| TOTALS                            |           | •    | 1     | 0      | 1           |          |          |        |           |                 |   |   | 0  |  |
| PEDAL CYCLIST PRIOR ACTION A      | GE/GENDFR |      | -     | -      | -           | -        | -        | -      | -         | -               | - | - | -  |  |
| Unknown                           | 40-44     | Male | 1     | 0      | 1           | 0        | 1        | 0      | 1         | 0               | 0 | 1 | 0  |  |
| TOTALS                            |           | •    |       |        |             |          |          |        |           |                 |   |   |    |  |
|                                   |           |      | 1     | 0      | 1           | 0        | 1        | 0      | 1         | 0               | 0 | 1 | 0  |  |